

THE INTERCHANGE

DEPARTMENT OF HIGHWAYS' EMPLOYEES' NEWSLETTER

JANUARY, 1988

It's Not Your Basic Driving School

Driver education takes on new importance if you're a school bus or ambulance driver. That's why the advanced driving program at Lewistown was developed.



In the classroom, it's what you might expect — the "three second rule" for setting a safe following distance, looking ahead to anticipate trouble and tips for safer driving habits.

But out on the driving course, surprises begin as soon as you arrive. That's a school bus over there, a long one. And the 3-ton snowplow truck and ambulance aren't just sitting there gathering rust. Skid control in a school bus? This could be interesting.

Driver education takes on new importance if you're a firefighter or school bus or ambulance driver. That's why the advanced program

at Lewistown was developed. Each year, 400-500 people learn skills they need, but hope they'll rarely use. Controlled braking and evasive maneuvers are the stuff this class is made of and hair-raising excitement make it one you won't soon forget.

The key point made by instructor Curt Hahn of the Office of Public Instruction, Traffic Education Program is that braking or acceleration reduce cornering ability.

Put another way, you can't steer very well with the brakes locked. With that in mind, about 20 participants split into groups

and tackle a series of maneuvers that'll keep your attention better than any slide show or multiple-guess quiz. Tires squeal, vehicles bounce and rock and passengers quickly learn where to hold on.

It's like a carnival ride but faster. And behind the wheel, you're in charge.

Each group chooses a vehicle—snowplow, passenger car, ambulance or school bus, then proceeds to one of the maneuvers marked out on an abandoned military landing strip just west of Lewistown.

Throughout the day, each driver takes several turns behind the wheel on each of the maneuvers with both the passenger car and one of the larger vehicles.

Maneuvers include the serpentine—weaving through pylons without braking, cow on the road — a maneuver well-suited to Montana as drivers swerve to avoid hazards, then stop abruptly, and the skid control—where the instructor locks the vehicles' wheels as the driver weaves across wet pavement. These and several other maneuvers are per-

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Director's Message

1987 was a year of many successes and not too many disappointments. I appreciate your



hard work and your enthusiasm - whatever problems we've had, I know they weren't caused by a lack of

good intent.

One of our biggest successes during 1987 was the revival of the Reconstruction Trust Fund program. It allows us to do the work that needs done most. The results are showing and as they do, the public is beginning to realize we're making good on our promise to rebuild our primary roads. With these results obvious, 1988 should be a year of increasing support from the public.

The recent setbacks in federal funding are disturbing and a disappointment, but we can and should still be optimistic. We're going ahead with the big projects. In September when we close the last gap in our interstate system, a big celebration is in order. We'll make it one to remember.

Montana will be hosting 17 states at WASHTO '88 in Kalispell. It's an opportunity to show off our state to our neighbors and organize a first class meeting. Likewise, the Transportation 2020 meeting, planned for March, will give us a chance to hear and share new ideas about the future of the highway program.

Looking back, it's clear most of the successes are due to you. Thank you for a good year.

And, looking ahead, I hope you'll agree there's cause for optimism. Best Wishes for 1988.

The Extra Mile

Hats off to state employees everywhere who know the value of good work, both for themselves and for the people they serve.

Rick Rogne of the Planning and Statistics Bureau was singled out recently, but his actions reflect well on us all. Jefferson County Commissioner **Joyce Janacaro** wrote in a column for the *Whitehall Ledger*:

"Again I have to say how impressed I am by the thoroughness of work done by employees at the state level. They are cooperative, interested in good government and efficient. This is not the picture normally conveyed; however, it is true. I know, I'm there. I was probably one of the greatest critics of state government before I became involved in many of the agencies. Now I know better, and my regard for the people I work with is substantial."

Thank you, Joyce, and thanks, Rick — we're proud of you.

After three months of living with it, business owners along US Highway 2 still aren't sure if the new four-lane stretch from Hungry Horse to West Glacier is a boon or bane, according to **Rob Chaney** of the *Hungry Horse News*. Chaney said traffic is moving more quickly and the change in access is changing the complexion of many businesses in the popular tourism areas near Glacier Park.

But at least one business is enthusiastic about the changes. The Great Northern Whitewater Raft Co. moved from a stretch of the old highway to the new road in August, 1986 and owner **Reno Baldwin** saw an immediate jump in business.

"We did about 26 percent better than last year because of the move," he said, "even with 15 days of bad weather in July and August. The highway is the best thing to happen to this canyon."

Thanks again to all the **Kalispell** and **Missoula** folks who put their hearts into this project and to everyone who helped in the long and often difficult effort to rebuild Hungry Horse-West Glacier.

Dale Hecock and **T. David DeRosier** of the Great Falls Division recently received praise from **Director Wicks** and from **Colonel Landon** of the Highway Patrol. The two had a chance to put their first-aid training to work when they happened on the scene of a serious accident and three seriously injured people July 7. Wicks wrote:

"I, too, wish to give both of you special recognition for your exceptional performance in assisting the three motorists with first aid. Your willingness to go beyond what is normally expected of Highway Department employees is commendable. Thanks for your effort and the high standard of assisting the public that you have set."

Landon reported first aid administered by Hecock and DeRosier substantially helped the victims in a life-threatening situation.

Robert Blome, GVW officer - Wibaux, is making friends as he goes about his duties for the department. An appreciative truck driver from the Paradise Valley near Livingston wrote recently with praise for Blome and an unnamed Highway Patrol officer. The driver found them courteous and friendly and wrote, "that's the way it should be." Apparently not everyone treats him that way. "The trucker gets treated like a bum - we are all in this together, you have your job to do and we have ours," he wrote. "It was sure nice to meet two people like this."

It's also nice to hear about state employees who don't mind going "the extra mile" to do the job right - even if all it takes is a handshake and a smile.

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Eighteen employees were honored for outstanding job performance at a ceremony held in Kalispell in July. First Row: Tom Barnard, Lowell Smith's daughter Michelle, Ron Myrvik, David Friend, Ron Winterrowd, Gary Wicks, Bill Bethel, Merlin Freydenlund, Bob Cummings. Second Row: Sylvan Donegan, Gene Piedalue, Leonard Mahlum, Ted Herman, Jerry Wong, Bea Steen, Molly Hardy, Tim Irion, Dale Ovitt's wife Barbara. Not pictured: Gerald Fagan, Joseph Gallagher, David Johnson. Lowell Smith and Dale Ovitt were honored with posthumous awards.

Also nominated for Outstanding Performance Awards were: Gerald Anders, Marjorie Blewett, Jack Brown, Raymond Brown, James Cahill, Cynthia Carlson, Henry Collins, Kenneth Cress, Don Cromer, Shirley Farley, Floyd Grubb, Norman Hobby, Michael Johnson, Robert Johnson, John Kane, Vicky Koch, Gerald Kuester, Barbara Martin, Joseph Micheletti, Anna Miller, Caleb Mills, James Mitchell, Shirley Neuhardt, Julie Nichols, Leonard Pickett, Samuel Prestipino, Edward Reiser, Jack Roberts, Frank Robinson, Emil Roesler, Mary Rossillon, Bruce Russell, Norman Sanderson, Robert Scherting, Kenneth Skoog, Diana Spragg, Murray Swenson, Jerome Toner, Glenn Tonkin, Diana Tordale and Gordon Treftz.

Retirements

Roman Fink of Helena recently retired with almost 40 years of service to the Department of Highways. Richard Miller of Bozeman and Harry Strong of Great Falls also retired after more than 35 years. Others who recently retired with over 30 years with the Department were: Gerald Loran, Billings, 34 years, 4 months; Harry Strobbe, Worden, 31 years, 5 months; Arthur Phipps, Helena, 30 years, 11 months; Buddy Chapman, Bozeman, 30 years, 8 months; Paul Keniv, Miles City, 30 years, 5 months; Albert Reather, Helena, 30 years, 5 months; William Nelson, Greenough, 30 years, 3 months; Charles Vaughan, Charlo, 30 years, 3 months; and Kenneth Noyes, Bozeman, 30 years, 2 months.

Retirees with less than 30 years included: James Cyr, Superior, 29 years, 3 months; Francis Rollins, St. Ignatius, 28 years, 8 months; Vancy Cady, Busby, 28 years, 5 months; Ralph Kaze, Miles City, 27 years, 10 months; Beatrice Eddlemon, Helena, 27 years, 4 months; Richard Losness, Cascade, 27 years, 1 month; Grant Siewert, Helena, 27 years, 1 month; Walter Havener, Lodge Grass, 26 years, 4 months; Don Gatlin, Broadus, 25 years, 11 months; Dale Devore, Roundup, 25 years, 9 months; Charles Cook, Great Falls, 24 years, 7 months; Ellen Dennis, Helena, 23 years, 9 months; Charles Rogers, Belgrade, 23 years, 8 months; William Bethel, Saltese, 23 years, 5 months; Jack Anthony, Helena, 22 years, 10 months; James O'Donnell, Helena, 21 years, 8 months; Merlyn Irgens, Great Falls, 15 years, 1 month; Paul Bianchi, Great Falls, 14 years, 5 months; Harold Olson, Malta, 14 years; John Thurston, Three Forks, 13 years, 4 months; Arnold Stene, Plains, 10 years, 2 months; Victor Freeman, Helena, 8 years, 5 months; John Peterman, Helena, 8 years, 2 months and John Celar, Helena, 2 years, 8 months.

NEW EMPLOYEES

Billings: Jay Muhlbeier, Clayton Fortune, Kenneth Rockeman, Katherine Teegarden. *Glendive:* John Nielsen, Carole Olson. *Great Falls:* Carlos Lagomasino. *Havre:* Ken Jeppesen, John Nicholson. *Helena:* Jay Lyndes, Donald Reidelbach, Martin Lomahukluh, Kent Shepherd, Robert Damm, David Schoessler, Edrie Vinson, Paul Branum, Gerald Michel, Joseph O'Neil, Lynda Faulkner, Gerald Mattilla, Karen Summers, Gene Eliassen, Floyd Turner, Linda Kroll, Harlan Davis, Walter Jester, Mellanie Longpre. *Kalispell:* Stuart Sorenson. *Lewistown:* David Harris. *Missoula:* Terry Banyai, Mark Munsinger, Joann Gibson, James Anderson, Samuel Bartell, David Friede, Donna Amundson, Martha Vogt, Larry Schwarz. *Wolf Point:* Audrey Skyberg.



Kids and Trucks -The GVW weigh station on I-15 north of Helena was the scene of a fun learning experience for preschoolers last summer. **Ed Hudson** discussed truck safety and weigh station operation with students from the 3 R's Preschool in Helena, then provided an inside look at a truck and a GVW patrol car. Members of the Montana Motor Carriers' Association provided the trucks.



MILEPOSTS

Service awards were presented in the last six months to:

40 years: Roman Fink.

35 years: Milton Ingersoll; Robert McKenzie.

30 years: Glenn Arps; Charles Hegg; Darrell Hoover; Bruce Jackman; Elmer Jerke; David S. Johnson; Melvin Lindgren; Clarence Myers; Kenneth Noyes; Victor Scheuffele; Gerald Tahija; Charles Vaughan.

25 years: Gerald Anders; Dale Arthun; Gerald Mans; Pearl Mart; Kenneth Martello; James Trainor.

20 years: Chester Ahlin; Eldridge Bailey; Kenneth Blush; Thomas Christiansen; John Giles; Molly Hardy; Marvin Henderson; Norman Kerr; Gary Marten; Robert Odewaldt; Keith Roane.

15 years: Glenn Bomhoft; Allen Chambers; Dennis Cline; Roger Cochran; Marilyn D'Arey; Ronald Elings; John Evans; Margene Grose; Henry Howard; Marilyn Howeth; Merlyn Irgens; Louis LaFloe; Alton Loken; Jack Roberts; Dale Sirueck; Herman Streck; Stephen Warn; Lonny White.

10 years: Richard L. Allen; Thomas Bengtson; Kevin Brewer; Thomas Brownlow; Larry Bullock; Glen Carter; Tim Carter; Eli Damjanovich; Philip Davis; John DeLaurenti; Martin Draper; Thomas Erving; Robert French; David Galt; Kenneth Gilreath; Kenneth Gooding; Edward Gordon; Patrick Hamper; Rodney Hedges; Duyen Van Hoang; Robert W. Johnson; Martin Martin; Gene McLatchy; Jay McPhail; Timothy Merritt; Samuel Miller; Robert Miotke; Robert F. Morgan; Robert Newhouse; Robert Nugent; Patrick Ott; Charles Papke; Walter Raffelson; Donald Sandine; Donald Sansaver; Edward Shea; David Sincavage; Richard Slatzman; Arnold Stene; Dorothy Trask; Cyril Tuss; Nels Wilkins; Benjamin Williamson; Jane Wittmayer; Carina Zook.

5 years: Chester Baldry; Willard Bernhardt; Margaret Burke; Joseph Church; Chris Clearman; Corey Davis; James Delaney; Todd Dufner; Russell Dupuis; Larry Ferguson; Bert Forest; Jay Garrick; Martin Gauer; Ronald Joslyn; Susan Keeting; James Lewis; William Littell; Candace Lyman; Robert Maphies; Duane Meiers; John Nelson; Duane Olson; Chris O'Neill; Virginia Osterberg; Stephen Palmer; Richard Pederson; Scott Perkins; Warren Quinlan; Bonnie Sedita; Thomas Simpson; Stuart Sorenson; Katherine Willis; Hon-Wah Bill

REIMBURSEMENTS WILL CHANGE

You'll soon see a change in the way your expenses are reimbursed, according to personnel in the Accounting Bureau. "Other compensation" items will soon be included in your paycheck rather than by special payment.

Other compensation items include travel advances, Construction Bureau allowances, tool allowance, lodging, meals, personal car mileage, relocation and similar items.

The department is now paying a \$5 charge for each warrant issued. Estimates are that the savings from this charge alone will pay for the new program within a year.

Expenses will be submitted to your payroll clerk along with your time sheet under the new system. Expenses will then be put on the computer, along with the payroll, so you'll know exactly when you'll be reimbursed, according to a spokesman.

If you have any questions, the Accounting Bureau suggests you contact your payroll clerk.

Billings Tries New Friction Course Specs

Pavement problems in the Billings District led to reevaluation of construction standards for open graded friction course, according to **Chuck Klimper**, District Construction Supervisor.

Problems developed when water penetrated the pavement, Klimper said, causing the clay subgrade to expand and crack the road surface. With the help of the Materials and Construction Bureaus in Helena, the contractor, Empire Sand and Gravel, made two changes in the specifications for open graded friction course to address the problems, he said.

First, increased amounts of asphalt were used to seal the roadway. But the solution caused problems, too. When the heavier coat of oil was put down, even small hills became too slippery for the paver to negotiate. Workers had to toss grit in front of the paver to give it enough traction to move. The second change increased the size range of gravel used in order to create a denser, more water-resistant surface. Klimper said the new surface looks like the standard open-graded friction course; however, only time and moisture will tell if it is functioning as hoped.

Field Project Manager on the first application of the new specs near Hysham is **Gerry Loran**.

—*The Extra Mile continued from page 2*

All of us participated in what was another big year for the department and the effort didn't go unnoticed.

"I am so happy with the work that is done in this area. What a joy to drive to church, and up the East Fork. Your surveying, landscaping and road and bridge can make Montana proud," according to a citizen from Darby who drives US 93.

She's not alone. "I'm a Senior Citizen," wrote one Polson resident, "and drove the first time on your new road on 93 as far as Rollins and you need to be told how super it is. Such a credit from the old road and how great to have the lookout to see our beautiful lake. I couldn't find one thing wrong with it. I hope you get it so we by-pass Rollins, that would be great. I thought I'd write this letter of thanks so you know how much your new road is appreciated."

The Carter County Chamber of Commerce also joined in the expression of appreciation. "The work now being done to cut down the large hills between here and Baker will help the winter problems, both for the highway department and local travelers during stormy weather. Hopefully it will decrease the expense of the department for snow-plowing as well. Again we thank you for this service." ♣

Military May Upgrade Roads

Montana will join with other states experiencing a surge of military spending if a new nuclear missile plan proceeds. Meanwhile, a working group established to identify highway improvements has drafted its first report and the groundwork is being set.

The United States Air Force has proposed placing approximately 200 small Intercontinental Ballistic Missiles (ICBMs) at existing Minuteman missile sites surrounding Malmstrom Air Force Base. If approved, the program will begin in 1990 and continue through 1995, according to an Air Force spokesman.

The Midgetman, as the smaller missiles are called, would be transported to the sites, as well as to and from Malmstrom for servicing and maintenance over existing highways in the Great Falls District and the Lewistown area. With the transporter, the ICBM is about 105 feet long, 14 feet wide and weighs 115 tons (compared to 40 tons for a large tractor-trailer truck rig). The transporter is a key part of the Midgetman proposal, since planners hope to make the new missile a moving target, and, thus, more difficult to hit. Due to its size and weight, many of our bridges and highways must be reconstructed or modified to accommodate the Midgetman.

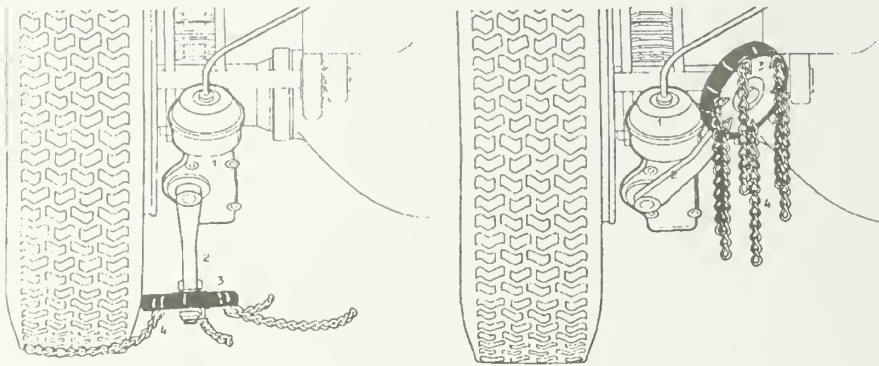
Don Lovely, Technical Services Bureau Chief coordinated a "working group" that established criteria for the necessary road and bridge improvements. Using this criteria, Great Falls District personnel conducted a field review of the affected roads in their district, identified deficiencies and mapped proposed improvements. Similar studies were conducted in the Lewistown area. Following these studies, people from the districts, Preconstruction, Right-of-Way and the Federal Highway Administration determined the scope and estimated costs of the proposed improvements. This information will be included in the final report to the Air Force and will be the subject of a follow-up story in the next *Interchange*.

The Great Falls staff would like to thank those who provided support and technical assistance during our portion of the studies. Special thanks go to **Bill Dunbar** and **Dale Paulson** of the Federal Highway Administration, **Glenn Tonkin** of the Right of Way Bureau, **Fred Bente** and **Bill Squires** of Road Design and **Don Dusek** of Traffic. ♣

NEW SNOW CHAIN SYSTEM FUNCTIONAL

An ingenious compressed air system consisting of a cylinder attached to a movable arm that throws six rubber-coated chain lengths in sequence under truck tires on snowy or slushy roads has been approved for retrofitting by West German traffic safety authorities and accepted as standard equipment by the Frankfurt fire department. The system was invented in Sweden and developed for commercial applications in West Germany, according to the *AASHTO International Transportation Observer*.

The device is triggered from the driver's cab by activating a dashboard lever or button. It avoids the troublesome, time-consuming and sometimes hazardous practice of mounting snow chains and of removing them manually when no longer required. When the new system, successfully tested last winter, is activated, two lengths of chain are thrown under each tire at a uniform speed depending on the movement of the tire, optimizing vehicle performance under the most trying of driving conditions. The principal advantage of the "winter truck system" which dispenses with conventional snow chains entirely, is that it can be started and stopped from the driver's cab, as required, at the touch of a button. The drawing shows how the system operates and technical data is available - in German, according to the *Observer*.



Winter truck system in operation (l) and in normal disengaged position (r).

TRANSFERS

Billings: Gene Eliassen to Construction; Nora Hampa to Mossmain GVW; **Kenny Due** to Maintenance. **Bozeman:** Jerry Wade to Maintenance. **Great Falls:** Jason Giard to Construction; Danny Novak to Maintenance. **Helena:** Judy Bauch to Construction; Rosemary Shibley to Mail Unit; Debera Christiansen and Wayne Walters to Contract Plans; Greg Teberg and Nels Wilkins to Consultant and Safety Design; Jay Ramlo to Location and Road Design. **Kalispell:** Donald Van Manen to Maintenance. **Lewistown:** Lonny Anderson to Maintenance; Marvin Kelly to Equipment. **Wolf Point:** Stephen Herzog to Maintenance.

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"Don't worry about a thing... this baby has four-wheel drive!"

DRIVING SCHOOL

—continued from front page
formed at successively greater speeds as the driver learns to "feather" the brakes and steer with finesse.

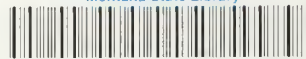
It seemed everyone had a surprise or two — at how well or how poorly they did on some maneuvers, or at how easily the school bus or the snowplow handled in seemingly impossible circumstances. It was great fun, but for the realization that someday the situation may be life or death and the "course" won't be so forgiving.

For those who don't take the course, some tips are still worth remembering:

- Most people rely too much on braking and not enough on steering. Remember, braking reduces steering control. Feather the brakes and steer.
- Most experts will agree — drive with your lights on. You're more visible and "lights on" is a good safety reminder.
- Run your tires at the maximum pressure. Many experts even recommend higher pressure than that printed on the tire. Maximum pressure gives better wear and better handling — an underinflated tire could roll right off the wheel in a hard cornering evasive maneuver.
- Sit away from the steering wheel as far as you can while still reaching the pedals — you'll get better control and more room to work.
- Finally, 9 and 3 (as on the face of a clock) are the recommended hand positions, not 10 and 2 as many of us learned. Most drivers won't always drive with hands at this position, but when you anticipate trouble, assuming the 9 and 3 hand position will put you in the best position for controlling your vehicle.



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